

The responses to bidders' inquiries are provided for the bidders' convenience only. In some instances, the question and answer may represent a summary of the matters discussed rather than a word-for-word recitation. The responses may be considered along with all other information furnished to prospective bidders for the purpose of bidding on the project. The availability or use of information provided in the responses to contractors' inquiries is not to be construed in any way as a waiver of the provisions of Section 2-1.03 of the Standard Specifications or any other provision of the contract, the plans, Standard Specifications or Special Provisions, nor to excuse the contractor from full compliance with those contract requirements. Bidders are cautioned that subsequent responses or contract addenda may affect or vary a response previously given. Inquiries along with responses may be posted at the website only when the inquiries are submitted in any of the acceptable manner prescribed under the Notice to the Contractors and when the responses have already been communicated to the individual inquirers. Bidders' inquiries received over the phone must be followed-up and submitted in writing for an official response.

The Bidders' inquiries and Responses may be updated from time to time and bidders are enjoined to check the website regularly and immediately prior to the scheduled bid opening.

Caltrans District 8 Office is located at 464 W. Fourth Street, San Bernardino, CA 92401-1400.

Send Contractor Inquiries via email to [d8\\_pbi@dot.ca.gov](mailto:d8_pbi@dot.ca.gov)

The mailing address is 655 2<sup>nd</sup> Street, San Bernardino, CA 92402.

Phone (909) 383-5961 or (909) 383-6322

Fax (909) 383-6739.

**All inquiries must include the contract number.**

<b>08-0P9304</b>	
Inquiry No.	Inquiry/Response
1.0	<p>Special_Provisions_Specific: Closure times. There is no need for night closures as traffic count is only 270 vehicles per hour or less at both work areas. For seal is made with 40% water and cut 50 50 with water again. Needs SUN to break to cure. Will not get to required surface or air temps at night. The 2 mile lane closure is to restrictive as past work I've done with 3 mile and 15 minutes delay.in 09 did the cape seal starting at PM 22.3 toward Lucerne Valley for 16 mile.</p> <p>Question_1: Why night closures when traffic count is 270 vehicles PH and 247 is classed as class 3 . The crumb rubber chip seal is the wrong maintenance for a class 3 road. 1997 I put a PMCRS-H chip seal and worked well. The location at Barstow city limits PM 76.0 to 68.4 has a 3 to 5 year over between PM 68.4 to PM 73. From PM 73 to 76 has been crack filled and is in good shape for a PMCRS_2h CHIP SEAL. The District 8 would be money smart to place a Terminal Blend 76-22 with 3/8 pre coated chip Would save \$ 500,000.00 AND DO THE SAME JOB. Save a approx. \$ 500,000.00 to 600,000. and place a PMCRS-2H chip seal would work as well as has been placed on that portation road before. 247 before. Why is Dist. 8 wanting to waste taxpayers money this way?</p> <p>Response: LRCs developed by the DTM are based on the counts provided by Caltrans (Oracle or PeMS). In case that no count stations, within the PM limits of project, are available, the closest count station/s is/are used.</p> <p>The subject mentioned job consists of 2 sections:</p> <p>PM 8.5-22.1 (LRC #1): The counts have been used to develop the LRCs of this section. (Counts are available for review upon request).</p> <p>Since there is only one lane in each direction, reversible traffic controlled closures needs to</p>

be applied. In this case the sum of the counts of both directions, in each hour, should not exceed 800 vehicles for the traffic delay not to exceed 15 minutes. Day time counts show much higher (Total) counts. It should be added that the truck traffic is about 9% of the total.

PM 68.6-76 (LRC #2): The developed LRC allows day time closure.

DTM's conclusion: **Charts will not change.**